



**Euro NCAP**  
For Safer Cars

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# **Sled Pulse Requirements**

# **Physical and Virtual Testing**

**Crash Protection**

## **Technical Bulletin CP 500**

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## **PREFACE**

During the test preparation, vehicle manufacturers are encouraged to liaise with the laboratory and to check that they are satisfied with the way cars are set up for testing. Where a manufacturer feels that a particular item should be altered, they should ask the laboratory staff to make any necessary changes. Manufacturers are forbidden from making changes to any parameter that will influence the test, such as dummy positioning, vehicle setting, laboratory environment etc.

It is the responsibility of the test laboratory to ensure that any requested changes satisfy the requirements of Euro NCAP. Where a disagreement exists between the laboratory and manufacturer, the Euro NCAP secretariat should be informed immediately to pass final judgment. Where the laboratory staff suspect that a manufacturer has interfered with any of the set up, the manufacturer's representative should be warned that they are not allowed to do so themselves. They should also be informed that if another incident occurs, they will be asked to leave the test site.

Where there is a recurrence of the problem, the manufacturer's representative will be told to leave the test site and the Secretary General should be immediately informed. Any such incident may be reported by the Secretary General to the manufacturer and the person concerned may not be allowed to attend further Euro NCAP tests.

**DISCLAIMER:** Euro NCAP has taken all reasonable care to ensure that the information published in this protocol is accurate and reflects the technical decisions taken by the organisation. In the unlikely event that this protocol contains a typographical error or any other inaccuracy, Euro NCAP reserves the right to make corrections and determine the assessment and subsequent result of the affected requirement(s).

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# 1 KNEE MAPPING

The pulse used for the knee mapping tests may be based on either the actual struck side vehicle pulse from the official MPDB test, or one of four pre-defined generic pulses.

Where a generic pulse is used, the maximum permissible different in OLC between the struck side B-pillar pulse of the official test and chosen generic pulse is +/-5g. Where this tolerance is exceeded, the official test pulse is to be used for all sled tests.

The generic pulses are divided into four OLC ranges, see below:

Class	OLC range	OLC generic
A	< 22.0g	18.8g
B	22.0g < 29.0g	25.5g
C	29.0g < 36.0g	32.0g
D	>36.0	39.0g

The pulses performed on the sled facility shall be representative of either the vehicle test pulse or generic pulse. The following process is used to evaluate pulse severity.

**Sled pulse** = the pulse measured with the accelerometer installed on the sled in the direction of travel.

**Vehicle pulse** = the pulse measured via the accelerometer installed on the B-Pillar struck side of the official MPDB test or the generic pulse corresponding to its OLC.

OEM internal/development pulses from full scale tests may be used to define target pulses in advance of Euro NCAP assessment.

Pulse severity evaluation
Change the orientation to have sled pulse and vehicle pulse in globally positive values.
Calculate by integration the Delta V DV1(t) from vehicle pulse, setting the initial velocity to 0.
Calculate by integration the Delta V DV2(t) from sled test, setting the initial velocity to 0
Calculate the difference DV(t) = DV1(t) – DV2(t).
Calculate by integration of DV1(t) the X displacement from vehicle pulse DX1(t), setting the initial value to 0.
Calculate by integration of DV2(t) the X displacement from sled test DX2(t), setting the initial value to 0.
Calculate the difference DX(t) = DX1(t) – DX2(t).
Calculate DX at 100ms.

## Requirement #1

If all the DV values up to 100ms are in the zone as shown below, requirement #1 is OK – check requirement #2.

If some DV values up to 100ms are outside the zone, requirement #1 is not OK:

⇒ **Sled test is less severe than the vehicle test pulse – NOT accepted**

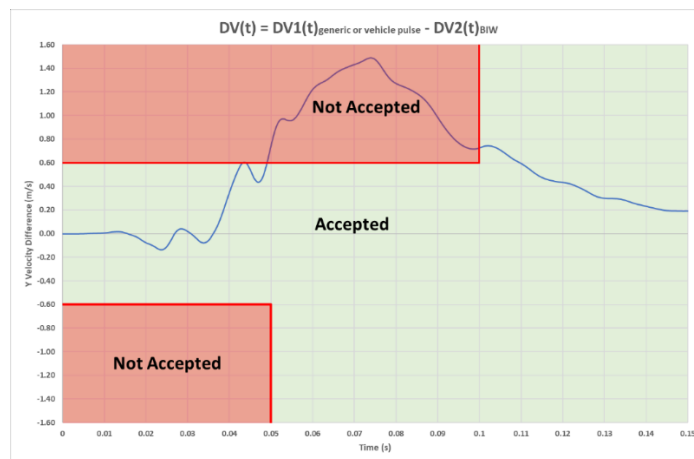


Figure 1 Sample pulse showing a less severe sled test that cannot be accepted as parts of DV are outside the acceptable zone

## Requirement #2

If DX value at 100ms is negative, requirement #2 is OK:

⇒ **Sled test accepted for knee mapping**

If DX value at 100ms is positive, requirement #2 is not OK:

⇒ **Sled test NOT accepted**

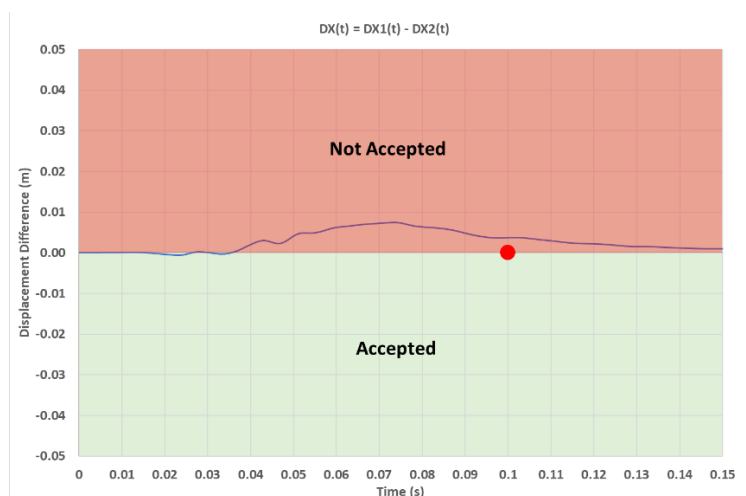


Figure 2 Sample picture shows a sled test that cannot be accepted as DX is positive @ 100ms

## 2 VIRTUAL TESTING

The pulses performed on the sled facility and used for Virtual Testing (VT) shall be representative of the pulses recorded in the relevant official Euro NCAP tests. OEM internal/development pulses from full scale tests may be used to define target pulses in advance of Euro NCAP assessment providing they are found to meet the requirements below when compared to the official Euro NCAP tests.

The following process is used to evaluate pulse severity.

**Frontal and Far Side sled pulse** = the pulse measured with the accelerometer installed on the sled in the direction of travel,  $A_{SLED-X}$ .

**Frontal VT vehicle pulse** = the pulse measured via the accelerometer installed on the non-struck side B-pillar of the official MPDB and FWDB tests, this is the ‘target sled pulse’.

**Far Side VT vehicle pulse** = the pulse measured via the accelerometer installed on the non-struck side B-pillar of the official AE-MDB and Pole tests and multiplied by the scaling factor 1.035 to obtain the ‘target sled pulse’.

Pulse severity evaluation for Front and Far Side VT
Change the orientation to have body-in-white B-pillar pulse and vehicle pulse in globally positive values.
Calculate by integration the Delta V $DV1(t)$ from vehicle pulse, setting the initial velocity to 0.
Calculate by integration the Delta V ( $DV2(t)$ ) from sled test , setting the initial velocity to 0.
Calculate the difference $DV(t) = DV1(t) - DV2(t)$ .
Calculate by integration of $DV1(t)$ the X displacement $DX1(t)$ from vehicle, setting the initial value to 0.
Calculate by integration of $DV2(t)$ the X displacement $DX2(t)$ from sled test , setting the initial value to 0
Calculate the difference $DX(t) = DX1(t) - DX2(t)$
Frontal VT - Calculate DX at 100ms
Far Side VT - Calculate DX at 120ms

## 2.1 Front VT

### Requirement #1

If all the DV(t) values up to 100ms are in the zone as shown below, requirement #1 is OK – check requirement #2.

If some DV(t) values up to 100ms are outside the zone, requirement #1 is not OK:

- ⇒ **Sled test is less severe than the vehicle test pulse - NOT accepted**
- ⇒ **Sled test is more severe than the vehicle test pulse - NOT accepted**

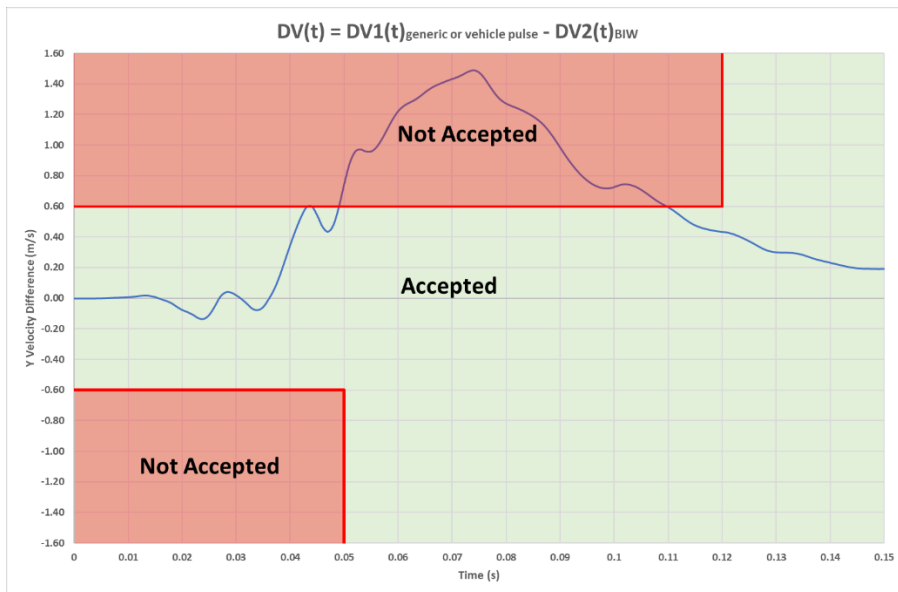


Figure 3 Sled test is less severe than the vehicle test pulse

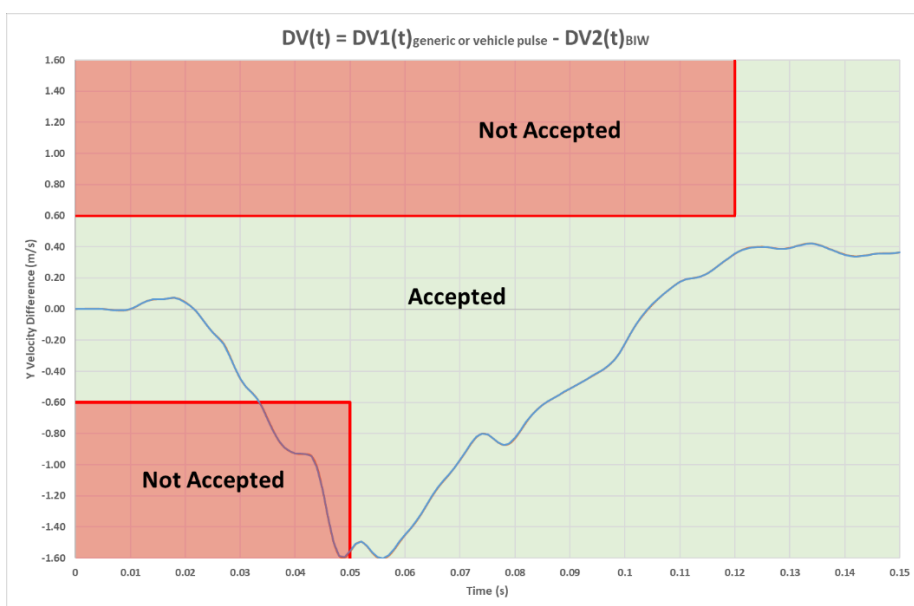


Figure 4 Sled test is more severe than the vehicle test pulse in the early phase

## Requirement #2

If DX value at 100ms is negative, requirement #2 is OK:

⇒ **Sled test is accepted**

If DX value at 100ms is positive, requirement #2 is not OK:

⇒ **Sled test NOT accepted**

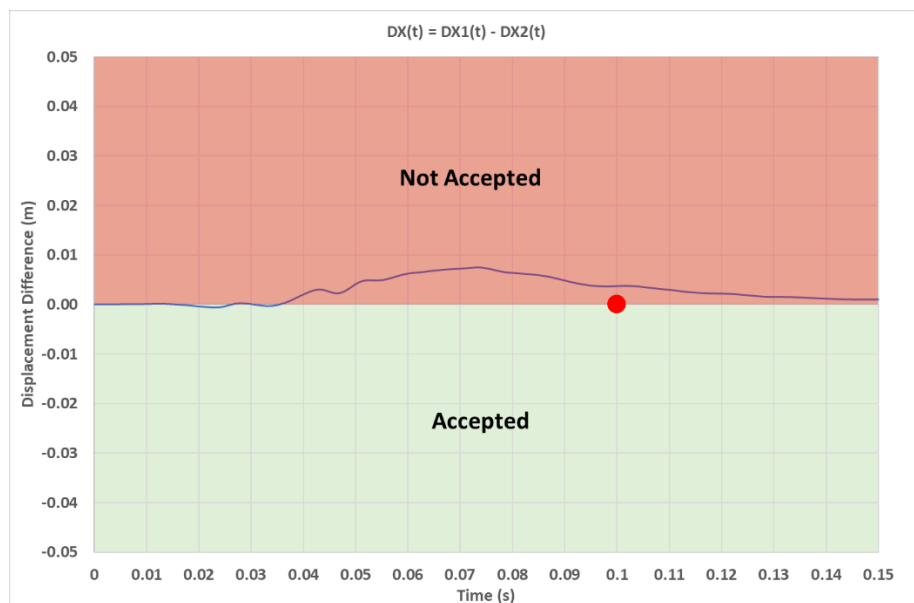


Figure 5 Sled test at 100ms is positive

## 2.2 Far Side VT

### Requirement #1

If all the DV(t) values up to 120ms are in the zone as shown below, requirement #1 is OK – check requirement #2.

If some DV(t) values up to 120ms are outside the zone, requirement #1 is not OK:

- ⇒ **Sled test is less severe than the vehicle test pulse - NOT accepted**
- ⇒ **Sled test is more severe than the vehicle test pulse - NOT accepted**

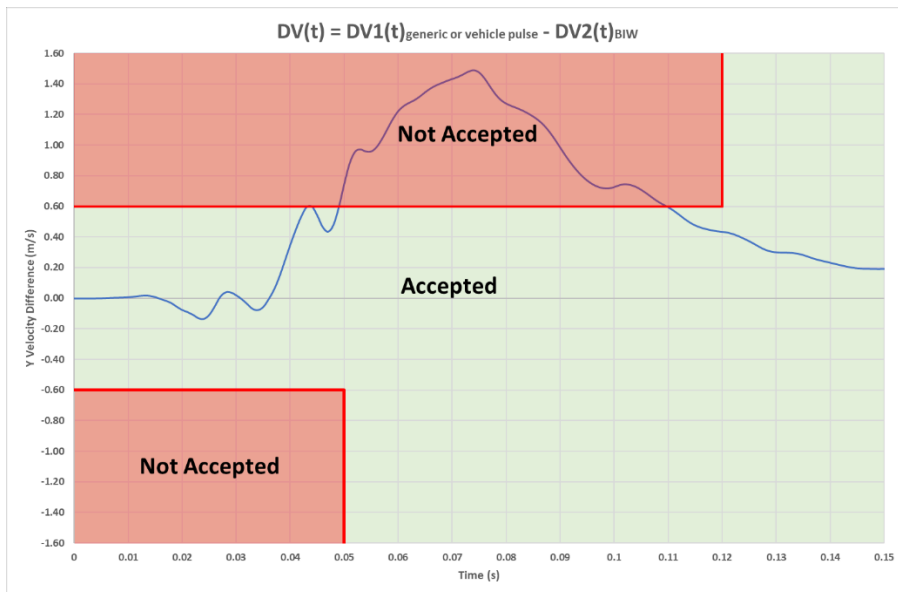


Figure 6 Sled test is less severe than the vehicle test pulse

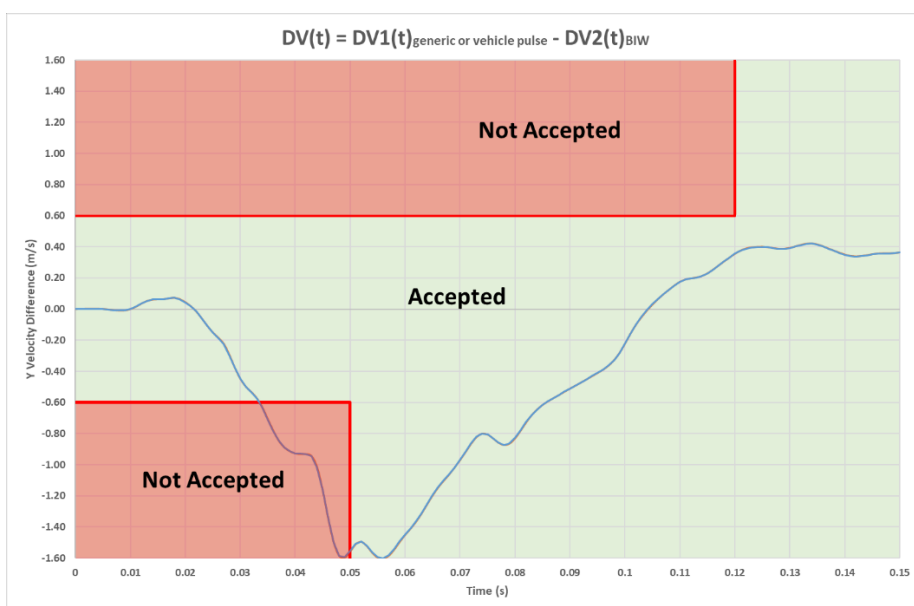


Figure 7 Sled test is more severe than the vehicle test pulse in the early phase

## Requirement #2

If DX value at 120ms is negative, requirement #2 is OK:

⇒ **Sled test is accepted**

If DX value at 120ms is positive, requirement #2 is not OK:

⇒ **Sled test NOT accepted**

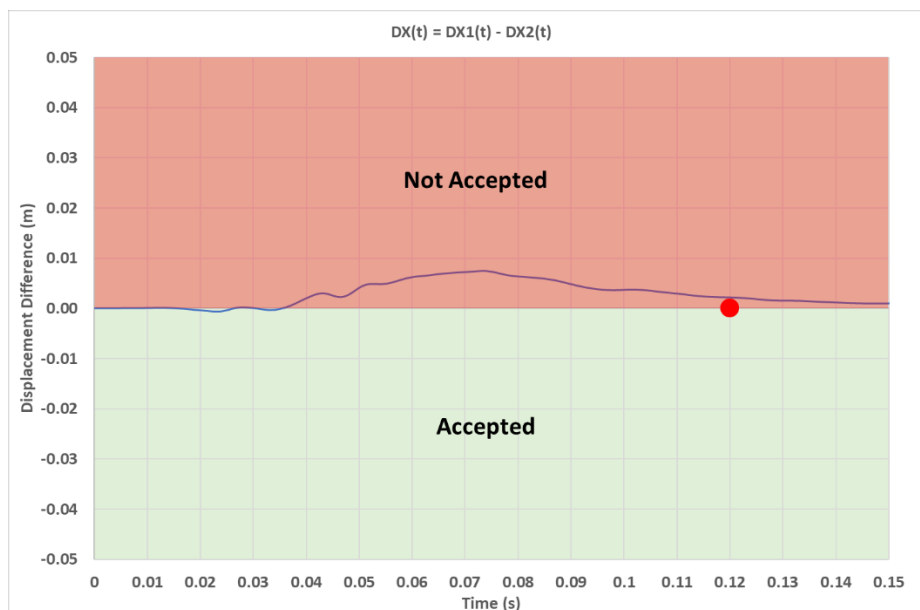


Figure 8 Sled test at 120ms is positive